

## DESIGN REVIEW COMMENT AND RESOLUTION FORM

PROJECT NO.: 607411

**TISBURY - BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD,  
FROM THE TERMINATION OF THE EXISTING SHARED USE PATH**

DESCRIPTION: WESTERLY TO THE FIVE CORNERS INTERSECTION

DESIGNER: Greenman-Pedersen, Inc.

SUBMITTAL: 25% REV

REVIEW SECTION: HIGHWAY DESIGN - AAB/ADA

PROJ. MANAGER Thomas Currier

CONSULTANT EVALUATION SCORE:

5

DATE: January 13, 2016

REVIEWER NAME: LAUREL SENGER

APPROVED BY: LOU RABITO

NO.	SHEET OR ITEM	COMMENT	INITIAL ACTION	RESPONSE	QC REVIEW INITIAL	FINAL ACTION VERIFIED
COMPLETED BY REVIEWER			COMPLETED BY DESIGNER			BY REVIEWER
P1	PAGE #: 12-16	Catch basin curb inlets (CBCI) may not be located adjacent to a ramp transition. For example, WCR #3 right transition. Please reconcile.	A	All catch basin curb inlets (CBCI) have been located outside of any ramp transitions.	JAT	
P2	PAGE #: 12-16	Provide a level landing (at least 4 feet) between sidewalk transition sections. Please redesign.	A	This comment has been incorporated into the 75% Design Submission.	JAT	
P3	PAGE #: 12-16	Illustrate level landing/turning space grade breaks at the top of all perpendicular curb ramps on Construction Plan sheets. Refer to MassDOT Construction Standard, E107.3.0. For example, WCR #3, 5, 8, 9 and 10.	A	WCRs #3&5 have been revised. WCRs #8-10 use the shared use path as the level landing, so there will be no grade breaks shown on the plan.	JAT	
P4	PAGE #: 12-16	There is a grade break missing from DWY #22. Please review all curb ramps for proper illustration of grade breaks.	A	This comment has been incorporated into the 75% Design Submission.	JAT	
P5	PAGE #: 12-16	What's happening between Sta. 24+40 through 26+40 and between Sta. 29+10 through 36+64 project limits? If applicable, please provide grade breaks which are in line with MassDOT Construction Standards.	A	Between WCR #6 and Sta 36+00 the curb reveal will be 4". This allows the driveway transition to meet the path elevation without requiring grade breaks.	CLS	
P6	PAGE #: 14	DWY #29 is not a MassDOT Construction Standard. Consider ending the sidewalk with WCR #6 (right transition would no longer be necessary). Otherwise, consider using MassDOT Construction Standard, E107.6.0, to terminate the sidewalk at the driveway.	A	The proposed cem. conc. sidewalk will end adjacent to the driveway and the driveway apron material shall be HMA. The town requested ADA access to this property via the driveway as is currently used by cruise tourists.	JFO	

COLUMN "NO." PREFIX FOR COMMENT NO'S - PLANS =P, SPEC. PROVS=S, EST.=E, CALC BOOK=C, BRIDGE CALCS=D, OTHER = O

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P7		The back edge of the parallel or parallel/perpendicular curb ramps (CR) or driveway sidewalk transition sections will have diverging surfaces in the plane of the adjoining sidewalks, walkways, business entrances, stairway platforms, etc. when the CR/driveway back edge does not coincide with the back edge of the sidewalk or pedestrian path of travel. Please redesign or recommend applying for a variance. (multiple locations - including, but not limited to, the brick walk removed and relaid)	B	We believe this has been addressed. Please specify locations if this has not been properly addressed.	JAT	
P8		Fixed objects (i.e. utility poles, hydrants, signs, signal foundations, etc.) shall not be placed in any part of the curb ramp. Please reconcile.	A	This comment has been incorporated into the 75% Design Submission.	JAT	
P9		Please confirm that an unobstructed 3'-0" path of travel, excluding curb, shall be maintained past any obstruction.	A	This comment has been incorporated into the 75% Design Submission.	JAT	
P10	PAGE #: 32	Curb ramp transition ramp running slopes may not exceed 7.5%*. Please review and revise WCR #1, 2, 3 and 8.	A	This comment has been incorporated into the 75% Design Submission.	JAT	
P11	PAGE #: 32-33	The next submission should include schedules for both driveway aprons with continuous sidewalk and wheelchair ramps, if proposed, which are cross-referenced with the plans. The schedules should include the referenced roadway baselines, station and offset to the center of the opening at the gutter line, gutter profile slope, opening width at the gutter, left transition length, right transition length, depth from the gutter to the back of the sidewalk, and the depth of the level landing or width of path of travel across driveways.	A	This comment has been incorporated into the 75% Design Submission.	JAT	
P12	PAGE #: 32-33	Please provide +/- signs for the roadway gutter slope direction in the curb ramp tables. Also, provide an explanatory diagram of the direction of the gutter slopes.	A	This comment has been incorporated into the 75% Design Submission.	JAT	
P13	PAGE #: 32-33	Please provide curb ramp construction details with a sectional view for all the types of wheelchair ramps and driveway aprons with continuous sidewalk crossings, if proposed. All proposed construction plans with WCRs and DWYs must use those outlines that comply with the types of curb ramp construction details provided by MassDOT Construction Standards. The selected scaled symbols used for the construction plans must be reflective of the finished ramp or driveway apron. <b>Please provide a sectional view for Sidewalk through Driveway with Landscaping.</b>	A	This comment has been incorporated into the 75% Design Submission.	JAT	
O1		The AAB requires when construction upgrades one curb ramp of an intersection crossing, a reciprocal curb ramp is also provided and compliant. If the reciprocal curb ramp already exists, the designer is required to verify for the project manager that the reciprocal curb ramp is compliant (a basic report for the project records). If the reciprocal curb ramp is not compliant, regardless of the project boundaries, the curb ramp is required to be brought into compliance.	C	This comment would require geometric improvements to all five approaches. The intersection is constricted and would require apex WCR's on the Beach St approach. There are also existing catch basin structures located at the entrance to the WCRs that are not ideal and may require relocation. Additionally, there would appear to be a need for additional takings/easements to complete the work. After further discussion and providing the District with 2 options, it was agreed upon to cut the project short of the intersection in order to not redesign the entire five corners intersection.	JAT	

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O2		ALL COMMENTS WITH OR WITHOUT EXAMPLES ARE NOT INTENDED TO BE INCLUSIVE, BUT APPLY TO THE ENTIRE PROJECT AND THE ENTIRE PROJECT SHOULD BE REVIEWED TO COMPLY WITH EACH COMMENT. IN ADDITION, THE ENTIRE PROJECT SHOULD BE REVIEWED FOR OTHER AAB/ADA COMPLIANCY ISSUES NOT FOUND.				
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